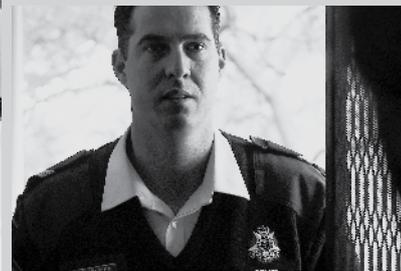
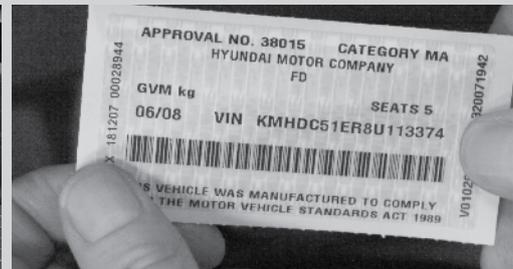


National Motor Vehicle  
Theft Reduction Council  
*driving down vehicle theft*

# annual report 2008



Education | Engineering | Enforcement | Encouragement

The NMVTRC is an initiative of all Australian Governments and the Insurance Industry

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## Vision

To achieve the lowest rate of motor vehicle theft in the developed world, thereby improving Australia's economic and social well-being.

## Mission

To deliver a culture of continuous and sustainable vehicle theft reduction in Australia by advancing reform and cooperation between industry, government and community stakeholders.

## Operating philosophy

The NMVTRC is committed to developing close partnerships and common goals with stakeholders through the promotion of the economic and social benefits of reduced vehicle theft. Its credibility will be judged by the quality of its proposals for change.

# Letter of transmittal



National Motor Vehicle  
Theft Reduction Council  
*driving down vehicle theft*

31 October 2008

## **Ministerial Council for Police and Emergency Management – Police**

The Hon. Judy Spence MP  
The Hon. Tony Kelly MLC  
The Hon. Simon Corbell MLA  
The Hon. Bob Cameron MP  
The Hon. Jim Cox MHA  
The Hon. Paul Holloway MLC  
The Hon. Rob Johnson JP MLA  
The Hon. Paul Henderson MLA  
The Hon. Bob Debus MP

## **Insurance Council of Australia President**

Mr John Mulcahy

In accordance with the Rules of Association of the National Motor Vehicle Theft Reduction Council Inc., I have pleasure in submitting the NMVTRC's Annual Report for the year ended 30 June 2008.

Yours sincerely,

David M Morgan  
Chairman

# E

# is for

Education

Engineering

Enforcement

Encouragement

## NMVTRC members



**David Morgan**  
Chairman



**Robert McDonald**  
Insurance Council of Australia



**Ken Lay**  
Ministerial Council for Police  
and Emergency Management



**James Hurnall**  
Federal Chamber of Automotive  
Industries



**Peter Fitzpatrick**  
Motor Trades' Association  
of Australia



**Mark Borlace**  
Australian Automobile  
Association



**Dianne Heriot**  
Australian Government's  
Attorney-General's  
Department



**Ann King**  
Austroads

# Chairman's report



The 2007/08 year delivered Australia another significant reduction in stolen vehicle numbers with the 68,500 thefts recorded nationally representing a 5 per cent fall over the previous year.

The hard work and cooperation of the National Motor Vehicle Theft Reduction Council's (NMVTRC) stakeholders has clearly changed the vehicle theft landscape with rates falling by more than 50 per cent since 2001. Pleasingly, this has enabled us to retain our ranking (No. 5), in the 'league table' of nine comparable developed nations.

The reduction in theft numbers for the year has saved the community an estimated \$25 million to \$49 million<sup>1</sup>.

While this is good news, the number of unrecovered vehicles remains a concern. The unrecovered rate is the primary indicator of organised criminal activity that seeks to convert stolen vehicles into cash. As a group, missing vehicles now present a bigger proportion of total thefts with one in five stolen vehicles now unrecovered, compared to close to one in eight, five years ago.

As a result the NMVTRC's work program for 2008/09, released last month as part of the 2008 Strategic Plan, has a sharp focus on combating the five major structural weaknesses in our collective defenses identified with our stakeholders as allowing profit-motivated thieves to continue to ply their trade.

More targeted action is also required to tackle motorcycle theft which has continued to defy the downward theft trend of other vehicle classes – now representing one in 10 stolen vehicles and almost a quarter of all non-recoveries.

Highlights for the year included the:

- continued outstanding response of local governments in theft hot spots to our successful *Operation Bounce Back* partnerships which again saw thefts fall in most participating municipalities at a faster rate than their respective State averages;

- adoption of the first truly secure compliance label by select vehicle importers and a local high performance vehicle manufacturer; and
- success of our *Secure by Design* program highlighting the vehicles assessed as the best of breed in security terms which gained extensive media coverage nationally.

The year also saw considerable work completed on a review of the management of written-off vehicles – which in 2008/09 will be the major issue confronting the NMVTRC and its stakeholders.

It is with some sadness that the NMVTRC notes that *U-turn* Queensland closed its doors in July 2008 after being unable to secure on-going funding from the Queensland Government. The program's sudden demise is especially surprising given the high standards of participation, completion and relapse prevention it has maintained since its establishment as a pilot program, with NMVTRC and Australian Government funding, in 2004. Nonetheless, the NMVTRC remains of the view that the *U-turn* model represents the most effective form of diversionary intervention for car crime offenders and will continue to look for opportunities to promote its value to the juvenile justice community and others.

The 2008/09 year will see Australian governments and the insurance industry make decisions on whether to extend the NMVTRC's life into a fourth term. It was pleasing to note that independent surveying by Quantum Market Research, as part of the organisation's review process, highlighted the NMVTRC's strong commitment to collaborating with its stakeholders. Stakeholders give us top marks for strategy development and consultation and we look forward to maintaining these strong partnerships to continue to deliver good theft reduction outcomes for the nation.

The year also saw some key changes in the membership of the Council with James Hurnall (Federal Chamber of Automotive Industries) and Ann King (Austroads) filling vacancies. My thanks to them and the longer serving members of the Council for making the transition a smooth one and for their on-going support and expert guidance.

Finally, I would like to again congratulate our Executive Director and his staff for their outstanding commitment and energy in driving a profoundly important reform program for the nation forward.



David M Morgan  
Chairman

1. Based on independent economic analysis conducted by MM Starrs Pty Ltd for the NMVTRC (September 2005) which estimated victims' costs per incident to be in the range of \$6,230 to \$11,920 depending on a range of personal and other factors.

# Executive Director's report



As noted by the Chairman in his report, the last 12 months was another strong year for vehicle theft reform in Australia. A seventh year of record low rates of theft is cause for optimism that we are some part of the way to achieving the NMVTRC's objectives of a culture of continuous and sustainable theft reductions.

However, the on-going challenge posed by non-recovered vehicles and unabated rise in motorcycle theft provide a sobering message for the NMVTRC and its stakeholders. These issues were the clearly predominant themes in this year's annual round of planning workshops with senior executives of stakeholder organisations.

Looking forward, therefore, we must collectively focus more attention on addressing the current major structural weaknesses in our national defence against profit-motivated thieves. This includes the five major factors considered by stakeholders to be driving the current unrecovered rate, namely:

- the use of repairable write-offs as a 'Trojan horse' for stolen parts, which can be almost impossible to detect or trace with certainty;
- the elevated precious metals market which has seen scrapped vehicles recently fetch more than \$300 per tonne;
- the involvement of unlicensed motor car traders in the end-of-life vehicle processing chain and the demand for 'black market' replacement components for older vehicles;
- the high number of stolen vehicles being dumped in waterways and bush land; and
- a breakdown in local government protocols for removing 'abandoned' vehicles, with a police operation in just three municipalities in Victoria finding up to 10 per cent of abandoned vehicles designated for auction or crushing were in fact uncleared stolen vehicles.

Finally, as the Chairman observed, this is a year in which key decisions will be made by governments and insurers about the NMVTRC's future beyond 2009. It is our view that although there have been many successes over recent years there is still important work to be done and that the NMVTRC is well positioned to continue its leadership role in driving down vehicle theft in Australia.

A handwritten signature in black ink, appearing to read 'Ray Carroll'. The signature is stylized and cursive.

Ray Carroll  
Executive Director

# Our people



**Ray Carroll**  
Executive Director



**Geoff Hughes**  
Director – Strategy and Programming



**Kate Bryan**  
Administration Officer

**Christine Pejic**  
Project Officer

# Motor vehicle theft in Australia 2007/08

A seventh consecutive annual record low was achieved in 2007/08 as thefts fell another 5 per cent to 68,500. As a result theft rates per 1,000 population and 1,000 registrations have again fallen to 3.2 and 4.4 respectively for all vehicles<sup>2</sup>.

Passenger and light commercial vehicle thefts (PLCs) declined 7.3 per cent to 57,300. PLC vehicles continue to make up the overwhelming majority of thefts, with vehicles manufactured prior to 1998 accounting for 64 per cent of all stolen vehicles despite representing just 42 per cent of the nation's registered fleet.

Motorcycle thefts were up 16 per cent for the period to reach a total of 7,790. Theft of heavy vehicles, plant and equipment was up some 50 thefts to finish on 3,400 for the period.

One in every 240 registered PLCs were stolen in the period, compared with one in every 215 in 2006/07. Motorcycles were stolen at a rate of one in every 74 registered<sup>3</sup>.

Seventy per cent of stolen vehicles were recovered by the end of June<sup>4</sup>. While the volume of unrecovered PLCs has remained stable over the last six years, there have been major changes in the characteristics of the vehicles that appear to simply 'vanish'. As a group, missing vehicles now present a bigger proportion of total thefts with one in five stolen vehicles now unrecovered, compared to close to one in eight, five years ago.

Disappointingly, motorcycles continue to defy the trend. As a group they now represent one in 10 stolen vehicles and almost a quarter of all non-recoveries.

Increasing numbers of engine immobilisers continue to penetrate the fleet with 59 per cent of PLCs now protected by an Australian Standards Equivalent (ASE)<sup>5</sup> immobiliser. Vehicles fitted with an ASE immobiliser accounted for only one in four thefts for the year.

Popular family cars remain the target of profit-motivated thieves with close to 900 Holden Commodores, Ford Falcons, and Mitsubishi Lancers less than 10 years old not recovered. The value of these vehicles exceeds \$13 million.

The reduction in theft numbers for the year has saved the community an estimated \$25 million to \$49 million<sup>6</sup>.

2. A breakdown of theft numbers and rates by state and territory is provided in the appendices with data updated and published quarterly in the NMVTRC's Theft Watch newsletter.
3. Excludes off-road and other non-registered bikes.
4. With the subsequent revision of data by police data providers based on late recoveries, it is estimated that the recovery rate for 2007/08 will increase to 72 per cent.
5. The term ASE was developed by the NMVTRC to cover original equipment immobilisers that comply with Australian Design Rules and after-market devices that meet Australian Standards.
6. Based on independent economic analysis conducted by MM Starrs Pty Ltd for the NMVTRC (September 2005) which estimated victims' costs per incident to be in the range of \$6,230 to \$11,920 depending on a range of personal and other factors.

Figure 1: Thefts and non-recoveries of passenger/light commercial vehicles, Australia, 2000/01 – 2007/08

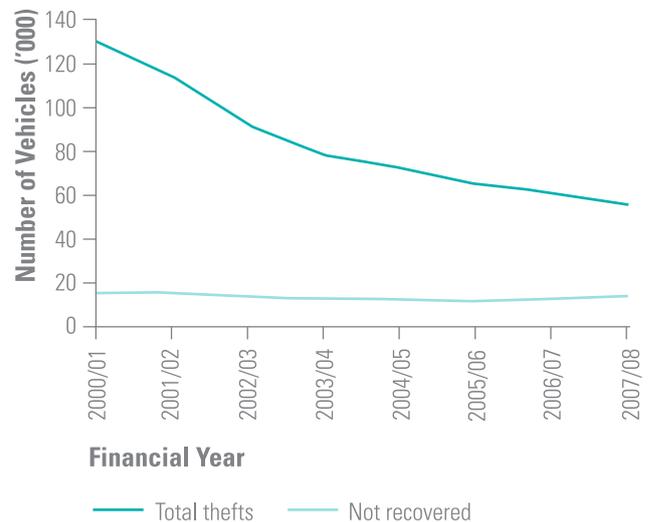
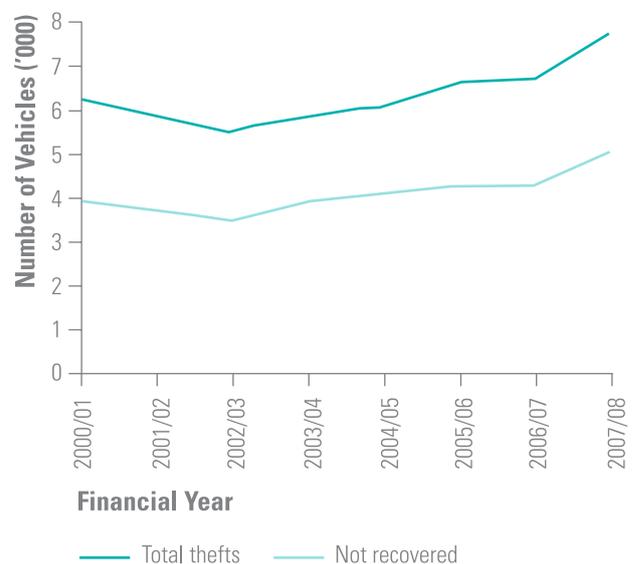


Figure 2: Thefts and non-recoveries of motorcycles, Australia, 2000/01 – 2007/08





# Education

The provision of information on how to reduce theft risk to the community via targeted communications and/or the mass media.

# Reform activity (by program)

## Education

### Objective

To deliver quality information programs to the community via targeted communications and/or the mass media that assist motorists to reduce their theft risk.

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### 2008 Motorists' Survey

The NMVTRC places a strong emphasis on understanding how the community perceives vehicle theft as a crime and what steps motorists take to minimise their risk of falling victim. We therefore periodically survey motorists on their attitudes to vehicle theft and security. The 2008 survey was based on a sample of 1,200 drivers nationally segmented by the age of the vehicle owned by the respondent (i.e. new vehicles up to five years old, middle-aged vehicles six to 10 years old and older vehicles over 10 years old).

The results indicate that community awareness of the reality of vehicle theft and the importance of vehicle security continues to improve. The overall level of community concern remained relatively steady with around eight in 10 motorists indicating they were greatly or fairly concerned about the problem.<sup>7</sup>

However almost 50 per cent of respondents felt they were personally immune from being a victim believing it may happen to others but not to them or that their insurance would cover all their costs. For many people who owned older vehicles, the fact that their vehicle was of relatively low monetary value meant they were unconcerned about theft. This is despite the NMVTRC's victim surveys regularly indicating that out-of-pocket expenses not covered by insurance can be as much as \$3,000 (or even higher for non-insured drivers).

This suggests a greater focus on the inconvenience and disruption to victims' work, social and family lives is required in public education materials. Pleasingly, the overwhelming majority of respondents recognised that engine immobilisers are the most effective form of vehicle security and a high proportion were aware of the high incidence of theft for short term use in Australia. However, there remains some confusion about the cost of a quality immobiliser with around half of those driving older vehicles unaware that an Australian Standards approved device could be fitted for around \$200.

However, perhaps of greatest concern from a consumer protection perspective is that only two in 10 used vehicle buyers in the 'private to private' market avail themselves of any of the publically available

vehicle information (or third party vehicle inspection) checks to verify the vehicle's status or condition. These issues clearly need greater attention in consumer materials.

### Operation Bounce Back

The NMVTRC's successful partnership with local government in vehicle theft hot spots *Operation Bounce Back* (OBB) was again the mainstay of the NMVTRC's community communications program. OBB promotes awareness of vehicle security issues and helps theft victims get on with life.

Nineteen grants of \$35,000 were provided to communities in theft hot spots nationally. Each grant 'package' consisted of immobiliser installations, public education materials, and cash to fund time specific projects designed to address theft of older vehicles in the local area. The 2007/08 program saw more than:

- 1,100 vulnerable older vehicles protected by the installation of a free Australian Standard approved engine immobiliser<sup>8</sup>;
- 64,000 vehicle theft brochures and related resources distributed where they are needed most; and
- 40 significant articles in local media about preventing theft.

Around 15 per cent of all print materials were distributed in languages other than English. This year's program saw four new languages: Khmer, Cambodian, Spanish and Sudanese – added to the NMVTRC's pool of multicultural resources all of which are available via the Car-Safe website.

OBB continues to provide an efficient and cost-effective channel for the delivery of key theft prevention messages and has been particularly successful in fostering stronger partnerships between community stakeholders, local government and police.

Like 2006/07, an analysis of theft figures in those Local Government Areas (LGAs) that have participated in back to back programs (the 'mature sites') show above average performance in nearly all locations.

7. Awareness and Perceptions of Car Theft and Preventative Measures (July 2008), Nexus Research for NMVTRC.

8. The final redemption rate is expected to be around 76 per cent or 1,500 installations. Some LGAs purchased additional installations from program savings.

## Reform activity (by program) continued

Table 1 below provides an overview of older passenger/light commercial theft numbers over the past two years for select LGAs compared with their State average.

**Table 1: Thefts of older (10+ years) passenger/light commercial vehicles by select LGA for 2006/07 and 2007/08**

Local Government Area	2006/07 Thefts	2007/08 Thefts	% Change	State Change %
Bankstown (NSW)	742	690	-7.0	-6.6
Blacktown (NSW)	945	855	-9.5	-6.6
Campbelltown (NSW)	527	418	-20.7	-6.6
Canterbury (NSW)	516	453	-12.2	-6.6
Liverpool (NSW)	547	434	-20.7	-6.6
Tea Tree Gully (SA)	394	273	-30.7	-24.2
Glenorchy (TAS)	376	298	-20.7	-16.8
Darebin (VIC)	623	537	-13.8	-0.4
Hume (VIC)	709	648	-8.6	-0.4
Canning (WA)	154	111	-27.9	-4.9
Fremantle (WA)	145	102	-29.7	-4.9

The high profile Glenorchy City Council (Tasmania) program picked up a third successive award – this time from the Australian Crime and Violence Prevention Awards.

In addition to OBB, the NMVTRC distributed almost 70,000 security tips brochures and other education resources via stakeholder channels.

### Securing older vehicles

Australia's national immobilisation rate increased to 59 per cent for the year (up 5 per cent from 2006/07), with the NMVTRC's *Immobilise Now!* program again providing motorists with access to Australian Standards approved engine immobilisers for under \$200.

Unfortunately, this still leaves the nation with around six million older vehicles that remain vulnerable to opportunist attack with even the most basic of tools, such as a coat hanger and screwdriver. The NMVTRC remains a strong advocate of Western Australia's (WA's) laws that require retro-fitting of non-immobilised vehicles upon transfer of registration. By comparison with the national average, WA's immobiliser rate now exceeds 90 per cent.

The NMVTRC's regular consumer surveys consistently indicate that almost seven in 10 motorists nationally support compulsory retro-fitting. In November the Australian Capital Territory (ACT) Government announced it would invest almost \$1 million in immobiliser subsidies in a two phase program over two years. Initially targeted at recipients of a Centrelink allowance the program was extended to all ACT residents with older vehicles on 1 July.

The NMVTRC's independent analysis of the likely impacts of higher immobiliser rates for the ACT was influential in the Government's decision to introduce the scheme and installations are undertaken by local members of the NMVTRC's *Immobilise Now!* network of professional installers.



# Engineering

Improving on-board vehicle security, utilising intelligent transport system infrastructure or the security of road user systems – including information exchange systems.

# Reform activity (by program) continued

## Engineering

### Objective

To deliver improved systemic responses to vehicle crime including the development of on-board security and vehicle identification, the utilisation of intelligent transport systems infrastructure, or the security of road user systems – including information systems.

### Secure compliance labels

The historically poor standard to which a vehicle's key identifiers are applied in the manufacturing process has greatly contributed to the ease with which thieves are able to disguise a stolen vehicle's true identity and make the detection of suspicious vehicles in the field by transport agencies and police (without applying complex forensic techniques) almost impossible.

The year delivered a major breakthrough with volume importers Hyundai and Nissan joining local specialist high performance manufacturer HSV as the first to adopt a new, high-tech secure compliance label developed by Melbourne's Identitek Systems.

The label's unique security features ensure that it:

- cannot be transferred between vehicles (or the information on it altered) without easy detection;
- cannot be copied, and is easy to authenticate in the field by non-scientific, non-destructive and practicable means; and
- is long lasting and damage resistant under typical in-vehicle environmental conditions.

Most importantly it has been independently tested and certified as meeting the NMVTRC's exacting technical specification – the only label to have passed this hurdle.

It has been a long journey for Identitek Systems which first commenced the conceptual development of the product in 2002. The NMVTRC commends the company on its innovation and persistence. Identitek was also recognised by the International Association of Auto Theft Investigators which honoured the company with its Outstanding Achievement in Vehicle Theft Reduction Award for 2008.

Pleasingly other vehicle importers have been quick to follow suit with the label now also in use by Audi, BMW, Chrysler, Isuzu, Kawasaki, Mercedes Benz, Mitsubishi and Renault. The NMVTRC hopes to see local volume manufacturers follow their lead in 2008/09.

Insurance Australia Group continues to feature secure compliance labels and VIN-based microdots as critical elements in its world-leading vehicle security rating system.

### Whole of vehicle marking (WOVM)

The year saw the full commissioning of the world-first Robotic Microdot Applicator (RMA) developed by DataDot Technology Ltd (DTL) with financial assistance from AusIndustry – the Australian Government's business innovation support program – and the NMVTRC<sup>9</sup>. Located at Prix Car's pre-delivery inspection (PDI) centre in Melbourne, the RMA is an 'off-line' robot to automate the former manual spraying of microdots to fully constructed vehicles. The robot reduces microdot application time by around 80 per cent and assures high standards of quality control.

DTL estimates that the technical solutions developed for the RMA have addressed the major part of the solution required for a high-volume, in-line system within a vehicle manufacturing plant. The RMA earned DTL the *Pace Zenith Award for Automotive Industry Automation for 2007*.

### Registration system performance monitoring

Transport agencies and their business systems and practices are integral to helping to combat professional vehicle theft. Transport agencies can have a significant impact on criminal activity by assuring:

- the integrity of the Vehicle Identification Number (VIN) system by identifying, investigating and resolving anomalous VINs;
- that any vehicle which is recorded somewhere in Australia as stolen or a statutory write-off, or where there is doubt about its identity, is not re-registered;
- the real-time exchange of accurate vehicle identity information between jurisdictions; and
- that accurate and appropriate vehicle status information is available to consumers and the motor trades at a reasonable price.

The year saw completion of programmed audits to measure the compliance of transport agencies with nationally agreed policies and practices to prevent fraudulent registration transactions, manage written-off vehicles and assure conformity with information exchange protocols in all jurisdictions except the Australian Capital Territory<sup>10</sup>.

The overall picture to date indicates high levels of general compliance. The NMVTRC will continue to monitor progress of any required corrective actions identified by the audit process.

## Review of the management of written-off vehicles

Under the national framework for the management of written-off vehicles developed by the NMVTRC and its stakeholders (and implemented by legislation in all jurisdictions) any collision, fire, water or weather-event damaged vehicle declared by an insurer (or self-insurer) to be a total loss must be classified to be either a statutory write-off (SWO) or repairable write-off (RWO).

Once classified as a total loss the vehicle becomes the property of the insurer in settlement of the insured's claim. The insurer then typically sells the vehicle at public auction to recover some of the costs of the claim. An SWO may only be sold subject to a statutory restriction that it may only be used for parts. An RWO may be repaired and re-registered subject to passing specific safety and identification inspections.

In response to growing concerns that profit-motivated criminals are using RWOs as a 'Trojan horse' by re-building them almost exclusively with illicit parts, the NMVTRC has commissioned a study to examine the impacts of a range of possible options for further limiting access to vehicles currently classified as RWOs by unlicensed or non-accredited motor car traders and/or repairers or recyclers and criminals.

The review is taking the form of a cost-benefit analysis based on consultations and relevant data from select insurers, auctions houses, transport agencies, police and related motor trades. The NMVTRC expects to make final recommendations on the need for change (and the most effective options) by the end of 2008.

## National reform of vehicle registration arrangements

The year saw the NMVTRC continue to work closely with Austroads – the national association of road transport and traffic authorities – in relation to significant proposals for the further reform of state and territory registration arrangements put forward by both the Council for the Australian Federation (CAF) and the Australian Transport Council (ATC)<sup>11</sup>. This liaison will continue into 2009 to ensure that any changes to current arrangements improve theft reduction outcomes.

## National personal property securities law reform (PPSR)

The PPSR will have significant conceptual similarities with the long-established Register of Encumbered Vehicles Service, but will have a much broader scope in relation to the types of goods over which security interests may be registered. The new system will make it simpler for lenders to register security interests (by replacing the current state and territory systems that apply varying definitions and coverage) and provide business borrowers with a wider range of assets that can be used as collateral to raise investment funds.

The NMVTRC continued to work with the Australian Government's lead agency – the Attorney-General's Department (AGD) – and state and territory fair trading and transport agencies to ensure that the PPSR delivers a true one-stop-shop for vehicle status information for consumers and business.

Implementation of the national system is now scheduled for mid-2010.

## Minimising opportunities for insurance fraud

A 2002 study by Tozer Corporation for the NMVTRC estimated that up to 25 per cent of motor claims (representing up to 35 per cent of costs) may be fraudulent<sup>12</sup>. Establishing a means for insurers to validate key, non-personal data from vehicle registration systems is therefore an important priority for the NMVTRC.

In 2007 the NMVTRC partnered Austroads to procure development and delivery of a data service via an information broker on a commercial basis. New Zealand's Motorweb has been contracted by Austroads to build and operate the service which will commence as a pilot in early 2009.

The system's minimum design requirements will enable an insurer to submit a query based on plate number (e.g. ABC 123) and State/Territory indicator to the broker and receive confirmed data from NEVDIS – including but not necessarily limited to – VIN, make, model, year of manufacture, body type, transmission, fuel, stolen status and written-off status.

## Other strategic fraud issues

The NMVTRC continued to participate in the Insurance Council of Australia's Economic Crime Working Group to reduce fraud opportunities against all classes of insurance and optimise the affordability of insurance for consumers.

## CARS data services

The NMVTRC's world-leading Comprehensive Auto-theft Research System (CARS) again provided stakeholders and the media with fast and easy access to the most up to date vehicle theft data available with 2,800 self-directed searches made for the year via the on-line query tools *Analysar* and *QuickStats*.

Stakeholders also made more than 240 ad-hoc requests for detailed data and more than 150 copies of the annual CD-ROM containing some 650 pages of detailed trends and localised profiles were distributed.

Pleasingly issues arising from changes to the Queensland Police (QP) computer system which severely affected the timeliness and breadth of available data over the first half of the year were resolved with the assistance of QP.

The number of records flowing into the system from all sources (police, insurers, registration agencies and commercial auto intelligence services) totalled almost 30 million for the year.

9. The NMVTRC assisted by offsetting the costs of participation in the program by Prix Car – the PDI service provider to Audi, BMW, Lexus, Lotus and Mini.

10. The ACT's audit is scheduled for completion in the September-December quarter 2008.

11. CAF comprises Premiers and Chief Ministers and aims to improve the way that the States and Territories deliver key services. ATC is the national forum of transport ministers operating under the Council of Australian Governments framework.

12. Impact of Insurance Practices on Vehicle Theft and Insurance Fraud, Tozer Corporation, July 2002.



# Enforcement

Theft detection, deterrence,  
punishment and penalties.

## Reform activity (by program) continued

### Enforcement

#### Objective

To deliver improved theft reduction outcomes via enhanced theft detection and deterrence techniques or strategies, or the more effective application of sanctions and penalties.

---

#### Improving local police responses

Encouraging an improved strategic police response to vehicle crime in local areas is recognised as an important part of the NMVTRC's work program.

In 2007 the NMVTRC formed a strategic partnership with technology developer SenSen Networks to trial a new low-cost ANPR system in a vehicle crime reduction setting with the cooperation of police in New South Wales (NSW) and Victoria.

The principal claimed benefits of the SenSen system over existing technologies was that it would be much lower in cost and provide more operational flexibility. Unfortunately the full tactical deployment

of the system in both States was subject to some delays and final results of the operational effectiveness of the system as a car crime detection/intelligence gathering tool will not be available until the end of 2008. However, in terms of general technical proficiency, interim results suggest that the system is operating at a very high level.

The NMVTRC also maintains liaison with key investigation managers from law enforcement agencies nationally to keep informed of emerging changes in the patterns of criminal activity.



# Encouragement

Promotion of behaviours  
and actions that reduce  
the risk of theft.

# Reform activity (by program) continued

## Encouragement

### Objective

To deliver programs that promote actions and behaviours amongst stakeholders and other key organisations that reduce the risk or impact of theft.

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### Diverting young offenders

Young people continue to be responsible for the vast majority of vehicle thefts in Australia. While most young thieves will stop offending as soon as they are caught, or simply grow out of it, around 15 per cent develop entrenched habits and become high-rate recidivist offenders. By their late teens some will have stolen hundreds of vehicles.

The NMVTRC's model young offender program *U-turn* uses the fascination that most young offenders have with vehicles to help them to develop practical automotive repair skills that can lead to further vocational or educational opportunities.

The year saw the 23rd group of young Tasmanians graduate from the Hobart-based program which is operated by Mission Australia (MA) under contract to the Department of Police and Emergency Management (DPEM). Pleasingly, the DPEM and MA also reached agreement on terms that will see the program continue through to at least mid-2010.

Sadly, Queensland's very successful *U-turn* program closed its doors at the end of July after it was unable to secure ongoing funding from the Queensland Government. The NMVTRC had for a long time viewed the Slack's Creek site operated by the YMCA as the nation's outstanding performer in helping get the lives of young car theft offenders going the way they would really wish, whilst reducing the impact of car crime on the community.

The program's sudden demise is especially surprising given the high standards of participation, completion and relapse prevention it has maintained since its establishment as a pilot program, with NMVTRC and Australian Government funding, in 2004.

The NMVTRC remains of the view that the *U-turn* model represents the most effective form of diversionary intervention for car crime offenders and will continue to look for opportunities to promote its value to the juvenile justice community and others.

### Encouraging best practice in parts recycling

The year was a difficult one for NMVTRC's National Parts Code (NPC) – the initiative designed to minimise the likelihood of stolen parts being unwittingly traded by legitimate recyclers.

It was hoped that the agreement reached with the Motor Trades' Association of Australia in 2007 to integrate the core elements of the NPC's Code within its own accreditation standards (with the NPC to provide independent certification of compliance against those standards) would see the NPC flourish in 2008. However, the NMVTRC has been unable to convince any insurer (other than Allianz) to support NPC accredited recyclers with a tangible commercial benefit for their participation. In the absence of such a benefit it is most likely the NPC initiative will be wound up by the end of 2008.

Should that occur the NMVTRC will examine options of asking state governments to enact consistent regulatory regimes to improve stock control practices within the recycling industry.

### Secure by Design

The July-December half year saw the final four media events of the NMVTRC's flagship communications program Secure by Design (SBD) in Perth, Adelaide, Sydney and Canberra.

SBD focuses on raising consumer awareness of good design in vehicle security systems by:

- supporting the expert independent rating of new vehicles against their market competitors based on the security of their entry, theft resistance, and vehicle identification systems<sup>13</sup>; and
- showcasing emerging technologies via a 'virtual secure car' of tomorrow.

To date SBD has proven to be a very cost-effective tool to provide both positive reinforcement to those vehicle manufacturers that are leading the way in secure design, and to raise public awareness of which vehicles and security features they should look for when considering vehicle purchase options.

13. Vehicles assessed with the assistance of IAG's Technical Research Centre, Sydney.

## Reform activity (by program) continued

The class winners for 2007 were the Citroen C2 and VW Polo (joint winners in the small category), Subaru Liberty (Medium), Mitsubishi 380<sup>14</sup> (Large), Audi A8 (Luxury), BMW X3 (Compact SUV), Audi Q7 (Large SUV), VW Multivan (People Mover) and VW Caddy (Commercial). SBD will return in 2009.

### **Protocols for the removal of abandoned vehicles**

In response to anecdotal reports that the volume of older non-recovered stolen vehicles is inflated by failures in the process for the contract removal (and subsequent destruction) of abandoned vehicles, the NMVTRC sought the assistance of Victoria Police to review the practices in Melbourne's northern and north-western region.

Operation 'Council Liaison' found that up to 10 per cent of abandoned vehicles designated for auction or crushing were in fact uncleared stolen vehicles. Similar exercises will be undertaken in other parts of Australia in 2008/09.

### **Dumped vehicles pose major environmental hazard**

The NMVTRC has been concerned for some time about the number of unrecovered stolen vehicles that are said to have been dumped in environmentally sensitive locations such as bushland or waterways. In July NSW Police pulled more than 60 dumped vehicles from just one small section of the Georges River in south-western Sydney. In 2008/09 the NMVTRC will be looking for opportunities to partner environmental and other organisations to identify dumping hot spots and where possible retrieve and identify the vehicles.

14. Production discontinued in 2008.

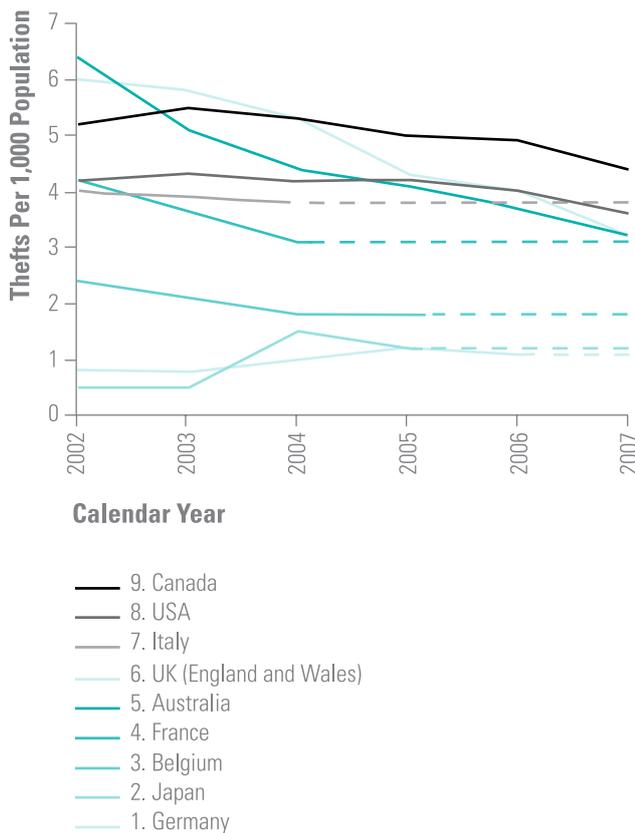
# Performance indicators

## Vehicle theft in comparable developed nations

Australia continues to improve its position on the NMVTRC's World League of Car Theft Performers, which compares the national theft rate per 1,000 population with eight other developed nations. Whilst we still have some way to go before we reach the desired ranking of the best performing nation, recent performance has been impressive relative to other nations.

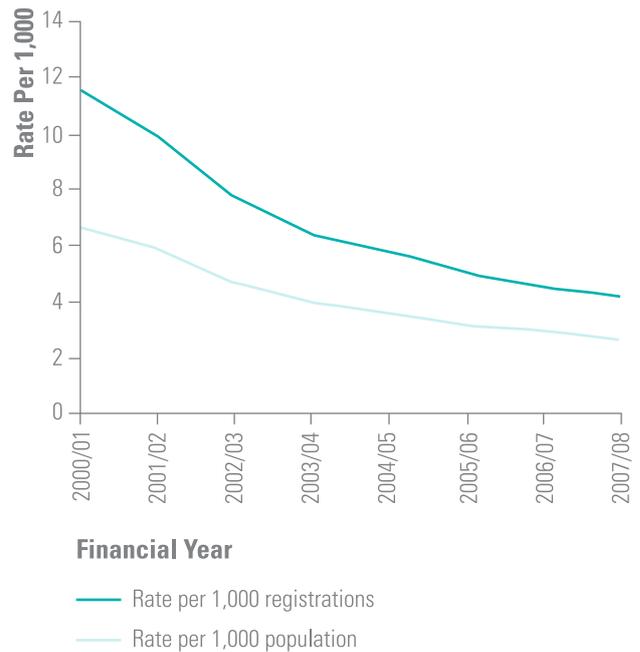
Figure 4 below illustrates the international league table of car thefts, which plots vehicle theft rates for Australia<sup>15</sup>, Canada<sup>16</sup>, the USA<sup>17</sup>, the UK (England and Wales)<sup>18</sup>, Italy<sup>19</sup>, France<sup>20</sup>, Belgium<sup>21</sup>, Germany<sup>22</sup>, and Japan<sup>23</sup> from 2002 until 2007<sup>24</sup>. Comparing the longitudinal progress since 2002 for the nine countries, Australia's rate per 1,000 population has reached a new low of 3.2, down from 3.5 in 2007. This improvement places Australia in fifth spot, equal with the UK.

Figure 4: International league table of car thefts



Rates of theft for passenger/light commercial vehicles now stand at 4.2 per 1,000 vehicles registered and 2.7 per 1,000 population – once again an all time low since national records were first collated in 1978.

Figure 5: PLC thefts per 1,000 population and registrations



15. CARS Database.

16. Statistics Canada.

17. FBI Uniform Crime Reports.

18. UK Home Office.

19. Europol Report: 'An overview on Motor Vehicle Crime from a European perspective, Jan 2006'.

20. Europol Report: 'An overview on Motor Vehicle Crime from a European perspective, Jan 2006'.

21. Europol Report: 'An overview on Motor Vehicle Crime from a European perspective, Jan 2006'.

22. Federal Republic of Germany, 'Police Crime Statistics 2006'.

23. National Police Academy, 'Crimes in Japan 2005'. Note that count now includes motorcycle thefts; rates presented in previous years did not.

24. Caution should be used when making comparisons between countries because definitions of motor vehicle theft, recording methods, and periods of measurement (e.g. calendar versus financial years, etc.) all vary by country. Where lines are broken in the above graph, the last known theft rate is assumed to have continued due to the non-availability of updated data.

## Changes in the incidence of theft for short term use and profit-motivated theft

The changing profile of vehicles that are recovered and those that are not has traditionally been used to indicate the proportion of vehicles targeted for short term use (recovered) and those targeted for profit (non-recovered). These two broad theft motivations are loosely measured on the balance of the recovered/unrecovered rate, with theft for short term use for the most part referring to joy riders and amateur thieves, whilst profit-motivated theft is related to organised criminal activity.

Since peaking in 2001, steadily declining theft numbers have been for the most part driven by decreases in theft for short term use – the unrecovered rate remaining relatively stable over the years. However within this seemingly unchanging unrecovered rate, the profile of vehicles that are stolen and remain missing has been shifting significantly. The newest vehicles (those aged less than five years old) continue to see an improving position – a good indication that reforms relating to managing written-off vehicles, improvements in security systems, and more effective policing, are still making a strong contribution to reducing profit-motivated theft. Mid-range vehicles aged (aged 6-10 years) and older vehicles (more than 11 years old) now make up a bigger proportion of the total compared to five years ago. This upward trend is a current focus of the NMVTRC's work agenda. Five major factors identified as driving the upward trend in the proportion of unrecovered vehicles are:

- the use of repairable write-offs as a 'trojan horse' for stolen components;
- the elevated precious metals market;
- the involvement of unlicensed motor car traders in the end-of-life vehicle processing chain and the demand for 'black market' replacement components for older vehicles;
- the high number of stolen vehicles being dumped in waterways and bush land; and
- a breakdown in local government protocols for removing 'abandoned' vehicles.

## Analysis of NMVTRC in the media

Car theft remained a strong focus in Australia's media this year, with more than 1,000 vehicle theft related articles published since July 2007, 206 of which featured the NMVTRC specifically. *Operation Bounce Back* maintained its strong media focus, and *Secure by Design*, the NMVTRC's flagship communications program, also featured prominently in electronic and print media across Australia in late 2007.

The NMVTRC also featured in 43 radio and television interviews and features relating to vehicle theft generally, *Operation Bounce Back*, *Secure by Design*, car theft hot spots, and other issues such as vehicle identification, repairable write-offs and rebirthing, cars being dumped in waterways and the NMVTRC's diversionary program for young offenders, *U-turn*.

## The cost of motor vehicle theft

The reduction in theft numbers for the year has saved the community an estimated \$25 million to \$49 million<sup>25</sup>. The NMVTRC therefore estimates the cost of vehicle theft to be in the range of \$448 million to \$858 million, excluding the very large community costs associated with police investigations, courts, and corrections. The lower range represents a very conservative estimate of personal costs.

## Stakeholder determined performance indicators

This year a series of in-depth telephone interviews were conducted with a large sample of stakeholders from across Australia designed to assess the NMVTRC's performance in relation to its program coordination and consultations, publications and level of influence.

## Program coordination and consultation

Overall awareness of the reforms and programs of the NMVTRC was strong nationally, with almost all stakeholders familiar with Whole of Vehicle Marking (98 per cent), *U-turn* (95 per cent) and the management of recycled parts (93 per cent) in particular. The NMVTRC's consultation with stakeholders was rated as good or better than good by 94 per cent of respondents. Similarly, 90 per cent felt that consultation with stakeholders specifically in relation to the Strategic Plan deserved a rating of good or better than good. As was reported in previous years, almost all stakeholders (98 per cent) showed a high level of satisfaction with the NMVTRC's dissemination of vehicle theft information and information on the theft reform process.

## Publications

All respondents felt that the quality of the NMVTRC's publications deserved a rating of good or better than good, and 95 per cent awarded the same score in respect to the extent to which the NMVTRC's publications met stakeholder needs and expectations. Ninety-five per cent also gave a score of good or better than good with respect to the extent to which the publications' objectives were met.

The NMVTRC's two quarterly newsletters, *Theft Watch* and *Theft Torque*, were the most recognised publications by stakeholders, followed by the Strategic Plan and Annual Report.

Table 3: Thefts and recoveries (PLCs)

	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
Number of thefts	129,497	115,228	92,810	79,546	72,868	66,015	61,831	57,316
Percentage of thefts recovered	88	87	86	85	83	82	80	75
Number of thefts not recovered	15,267	14,652	12,635	12,302	12,369	12,107	12,200	14,191

Table 4: Thefts and recoveries (motorcycles only)

	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
Number of thefts	6,224	5,935	5,524	5,833	6,077	6,619	6,717	7,796
Percentage of thefts recovered	37	37	37	33	33	36	36	35
Number of thefts not recovered	3,925	3,736	3,495	3,908	4,094	4,262	4,306	5,063

### Influence on reforms

Ninety-five per cent of respondents felt that the NMVTRC has had a positive impact on the implementation (or progress towards implementation) of vehicle theft reform in their organisation or industry.

25. Based on independent analysis conducted by MM Starrs Pty Ltd for the NMVTRC (September 2005) which estimated victims' costs per incident to be in the range of \$6,230 to \$11,920 depending on a range of personal and other factors.

# Financial statements

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# Statement of financial position

As at 30 June 2008

	Note	2008 \$	2007 \$
<b>Current assets</b>			
Cash	3	1,680,532	2,098,604
Receivables	4	54,117	56,043
Other	5	27,969	31,840
<b>Total current assets</b>		<b>1,762,618</b>	<b>2,186,487</b>
<b>Non current assets</b>			
Property, plant and equipment	6	31,831	24,320
<b>Total assets</b>		<b>1,794,449</b>	<b>2,210,807</b>
<b>Current liabilities</b>			
Payables	7	127,830	705,416
Short term provisions	8	113,751	99,958
<b>Total current liabilities</b>		<b>241,581</b>	<b>805,374</b>
<b>Total liabilities</b>		<b>241,581</b>	<b>805,374</b>
<b>Net assets</b>		<b>1,552,868</b>	<b>1,405,433</b>
<b>Equity</b>			
Retained surplus		1,552,868	1,405,433
<b>Total equity</b>	9	<b>1,552,868</b>	<b>1,405,433</b>

*The accompanying notes form part of these financial statements. These statements should be read in conjunction with the attached audit report. Printed with rounded dollar balances. Rounding errors may make sub-totals appear incorrect.*

# Statement of income and expenditure

As at 30 June 2008

	Note	2008 \$	2007 \$
Revenue	2	2,427,391	2,415,586
Employee benefits expense		424,099	401,715
Depreciation and amortisation expense		19,156	10,236
Advertising expense		28,936	21,055
Accounting expense		3,244	2,893
Auditor's remuneration		2,650	2,100
Communications and marketing		207,127	153,018
CARS		453,958	452,736
Industry initiatives and export		239,78	205,923
Information exchange		70,844	458,616
Police response and victim case studies		41,039	37,256
Public education		534,287	653,359
Sitting fee		30,000	30,000
Vehicle ID systems		44,528	45,036
Youth programs		17,954	4,950
Other expenses from ordinary activities		162,354	129,140
		<b>2,279,956</b>	<b>2,608,033</b>
Surplus/(deficit) from ordinary activities		147,435	(192,447)
Retained surplus at the beginning of the year		1,405,433	1,597,880
Total of equity		<b>1,552,868</b>	<b>1,405,433</b>

*The accompanying notes form part of these financial statements. These statements should be read in conjunction with the attached audit report. Printed with rounded dollar balances. Rounding errors may make sub-totals appear incorrect.*

# Statement of cash flows

As at 30 June 2008

	Note	2008 \$	2007 \$
<b>Cash flow from operating activities</b>			
Grants received		2,230,875	2,250,000
Interest received		111,178	101,524
Refunds and reimbursements		85,338	64,061
Payments to suppliers and employees		(2,818,796)	(2,027,329)
<b>Net cash provided by (used in) operating activities</b>	10(b)	<b>(391,405)</b>	388,256
<b>Cash flow from investing activities</b>			
Payment for property, plant and equipment		(26,667)	(21,829)
Net increase/(decrease) in cash held		(418,072)	366,427
Cash at beginning of year		2,098,604	1,732,177
<b>Cash at end of year</b>	10(a)	<b>1,680,532</b>	2,098,604

*The accompanying notes form part of these financial statements. These statements should be read in conjunction with the attached audit report. Printed with rounded dollar balances. Rounding errors may make sub-totals appear incorrect.*

# Notes to the financial statements

As at 30 June 2008

## Note 1: Statement of significant accounting policies

The financial report is a general purpose financial report that has been prepared in accordance with Accounting Standards, including Australian Accounting interpretations, other authoritative pronouncements of the Australian Accounting Standards Board and the requirements of the Councils Incorporation Act of Victoria.

The financial report covers National Motor Vehicle Theft Reduction Council Inc. as an individual entity. National Motor Vehicle Theft Reduction Council Inc. is an Association incorporated in Victoria under the Associations Incorporations Act 1981 and domiciled in Australia.

The financial report has been prepared on an accruals basis and is based on historical costs and does not take into account changing money values or, except where stated, current valuations of non-current assets. Cost is based on the fair values of the consideration given in exchange for assets.

The following is a summary of the material accounting policies adopted by the economic entity in the preparation of the financial report. The accounting policies have been consistently applied, unless otherwise stated.

### (a) Income tax

National Motor Vehicle Theft Reduction Council Inc. is exempt from income tax under Division 50 of the Income Tax Assessment Act 1997. Therefore, no provision for income tax has been raised.

### (b) Property, plant and equipment

Each class of property, plant and equipment is carried at cost or fair value less, where applicable, any accumulated depreciation.

#### *Plant and equipment*

Plant and equipment are measured on the cost basis.

The carrying amount of plant and equipment is reviewed annually by the Council to ensure it is not in excess of the recoverable amount from those assets. The recoverable amount is assessed on the basis of the expected net cash flows which will be received from the assets employment and subsequent disposal. The expected net cash flows have not been discounted to present values in determining recoverable amounts.

#### *Depreciation*

The depreciable amount of all fixed assets costing greater than \$1,000 are depreciated over their estimated useful lives to National Motor Vehicle Theft Reduction Council Inc. commencing from the time the asset is held ready for use. Leasehold improvements are depreciated over the shorter of either the unexpired period of the lease or the estimated useful lives of the improvements. Assets costing less than \$1,000 are depreciated over 12 months, commencing from the time the asset was held ready for use.

The depreciation rates used for each class of assets are:

Class of Fixed Asset	Useful Life	Depreciation Basis
Office equipment	3 years	Straight Line
Furniture, fittings and fixtures	3 years	Straight Line
Computer equipment	3 years	Straight Line

### (c) Employee benefits

Provision is made for the Council's liability for employee benefits arising from services rendered by employees to balance date. Employee benefits expected to be settled within one year together with benefits arising from wages and salaries, annual leave and sick leave which will be settled after one year, have been measured at the amounts expected to be paid when the liability is settled plus related on-costs. Other employee benefits payable later than one year have been measured at the present value of the estimated future cash outflows to be made for those benefits.

Contributions are made by National Motor Vehicle Theft Reduction Council Inc. to an employee superannuation fund and are charged as expenses when incurred.

### (d) Cash

For the purposes of the statement of cash flows, cash includes cash on hand and at call deposits with banks or financial institutions, investments in money market instruments maturing within less than two months and net of bank overdrafts.

### (e) Revenue

Grant revenue is recognised when the right to receive the revenue has been established. Interest revenue is recognised when earned. All revenue is stated net of the amount of goods and services tax (GST).

### (f) Goods and services tax (GST)

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Tax Office. In these circumstances the GST is recognised as part of the cost of acquisition of the asset or as part of an item of the expense. Receivables and payables in the statement of financial position are shown inclusive of GST.

	2008 \$	2007 \$
<b>Note 2: Revenue</b>		
Interest received	111,178	101,524
Grants received	2,230,875	2,250,000
Other income	85,338	64,062
	<b>2,427,391</b>	<b>2,415,586</b>

ACT grant for 2007/08 paid in advance in 2007 year and included in 'other income' in last year comparatives

### Note 3: Cash and cash equivalents

CBA cheque account	69,794	32,309
CBA cash management account	1,610,675	2,066,213
Petty cash on hand	63	82
	<b>1,680,532</b>	<b>2,098,604</b>

### Note 4: Trade and other receivables

Current receivables		
Bonds	600	600
GST receivable	53,517	55,443
	<b>54,117</b>	<b>56,043</b>

### Note 5: Other assets

Other current assets		
Prepayments	27,969	31,840

### Note 6: Property, plant and equipment

Fixtures and fittings	29,408	28,971
Less accumulated depreciation	(29,004)	(27,758)
	<b>404</b>	<b>1,213</b>
Office equipment	88,308	62,079
Less accumulated depreciation	(56,882)	(38,972)
	<b>31,427</b>	<b>23,107</b>
	<b>31,831</b>	<b>24,320</b>

### Note 7: Trade and other payables

Current payables		
Trade creditors	127,830	705,416

# Notes to the financial statements continued

As at 30 June 2008

	2008 \$	2007 \$
<b>Note 8: Provisions</b>		
<b>Current provisions</b>		
Provision for annual leave	24,995	22,481
Provision for PAYG withholding tax payable	24,854	24,158
Provision for superannuation payable	1,033	0
Provision for long service leave	62,869	53,319
	<b>113,751</b>	<b>99,958</b>

## Note 9: Retained earnings

Retained earnings at the beginning of the year	1,405,433	1,597,880
Net profit attributable to members of the company	147,435	(192,447)
Retained earnings at the end of the year	<b>1,552,868</b>	<b>1,405,433</b>

## Note 10: Cash flow information

### (a) Reconciliation of cash

CBA Cheque account	69,794	32,309
CBA Cash Management account	1,610,675	2,066,213
Petty cash on hand	63	82

Cash at end of the financial year as shown in the statements of cash flows is reconciled to the related items in the statement of financial position as follows:

<b>1,680,532</b>	<b>2,098,604</b>
------------------	------------------

### (b) Reconciliation of cash flow from operations with profit from ordinary activities

Profit from ordinary activities	147,435	(192,447)
Non cash flows in profit from ordinary activities		
Depreciation	19,156	10,236
Decrease/(increase) in prepaid expenses	3,871	7,479
Decrease/(increase) in GST receivable	1,926	(55,443)
Increase/(decrease) in creditors	(577,586)	604,464
Increase/(decrease) in provisions	13,793	24,267
Increase/(decrease) in GST payable	0	(10,300)
<b>Cashflow from operations</b>	<b>(391,405)</b>	<b>388,256</b>

### (c) Non cash financing and investing

#### *Property, plant and equipment*

During the year the organisation did not acquire any assets not reflected in the statement of cash flows.

	2008	2007
	\$	\$
<b>Note 11: Contingent liabilities</b>		
Estimates of the potential financial effect of contingent liabilities that may become payable:		
<b>Program commitments continuing from 2007 year</b>		
- Online Microdot Project	200,000	250,000
- Forensic analysis of theft data	0	70,000
- Secure by Design	0	50,000
- Police responses	0	60,000
	<u>200,000</u>	<u>430,000</u>
<b>Program commitments continuing from 2008 year</b>		
- Police responses	40,000	0
- NPC operations	150,000	0
- OBB grants	50,000	0
- Public education	60,000	0
- RWO review	80,000	0
- Motorcycle strategy	15,000	0
- LGA protocols	10,000	0
	<u>495,000</u>	<u>0</u>
<b>Total contingent liabilities</b>	<u>695,000</u>	<u>430,000</u>

### Note 12: Entity details

The registered office of the organisation is:

National Motor Vehicle Theft Reduction Council Inc.  
Suite 1, 50-51 Howard Street  
North Melbourne, Victoria 3051

The principal place of business is the same address.

The principal activity of the organisation is facilitation of infrastructure reform and public awareness in regard to motor vehicle theft reduction.

# Statement by members of the committee

As at 30 June 2008

In the opinion of the committee the financial report as set out on pages 23 to 29:

1. Presents a true and fair view of financial position of National Motor Vehicle Theft Reduction Council Inc. as at 30 June 2008 and its performance for the year ended on that date in accordance with the Australian Accounting Standards and other mandatory professional reporting requirements and other authoritative pronouncements of the Australian Accounting Standards Board.
2. At the date of this statement, there are reasonable grounds to believe that National Motor Vehicle Theft Reduction Council Inc. will be able to pay its debts as and when they become due and payable.

This statement is made in accordance with a resolution of the committee and is signed for and on behalf of the committee by:



David Morgan (Chairman)



Mark Borlace (Councillor)

Dated this 26th day of September 2008

# Independent audit report

**NATIONAL MOTOR VEHICLE THEFT REDUCTION COUNCIL INCORPORATED**  
**INDEPENDENT AUDIT REPORT**  
**TO THE MEMBERS OF**  
**NATIONAL MOTOR VEHICLE THEFT REDUCTION COUNCIL INCORPORATED**

***Scope***

We have audited the financial report, being a special purpose financial report, of National Motor Vehicle Theft Reduction Council incorporated for the year ended 30 June 2008 being the Statement of Financial Performance, Statement of Financial Position, Statement of Cash Flows and Notes to and forming part of the Financial Statements. The Committee is responsible for the financial report and has determined that the accounting policies used and described in Note 1 to the financial statements which form part of the financial report are appropriate to meet the requirements of the Associations Incorporation Act Victoria and the needs of the members. We have conducted an independent audit of this financial report in order to express an opinion on it to the members of National Motor Vehicle Theft Reduction Council Incorporated. No opinion is expressed as to whether the accounting policies used are appropriate to the needs of the members.

The financial report has been prepared for the purpose of fulfilling the requirements of the Associations Incorporation Act Victoria. We disclaim any assumption of responsibility for any reliance on this report or on the financial report to which it relates to any person other than the members, or for any purpose other than that for which it was prepared.

Our audit has been conducted in accordance with Australian Auditing Standards. Our procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial report and the evaluation of significant accounting estimates. These procedures have been undertaken to form an opinion whether, in all material respects, the financial report is presented fairly in accordance with the accounting policies described in Note 1 so as to present a view which is consistent with our understanding of the council's financial position, and performance as represented by the results of its operations and its cash flows. These policies do not require the application of all Accounting Standards and other mandatory professional reporting requirements in Australia.

The audit opinion expressed in this report has been formed on the above basis.

***Audit Opinion***

In my opinion, the financial report presents fairly in accordance with applicable Accounting Standards and other mandatory professional reporting requirements in Australia the financial position of National Motor Vehicles Theft Reduction Council Incorporated as at 30 June 2008 and the results of its operations for the year then ended.



**Geoffrey B Johnson**  
**Chartered Accountant**  
**Of RUCKER MACKENZIE PTY LTD**  
**Date: 29<sup>th</sup> August, 2008**

**Suite 12, 602 Whitehorse Rd.,**  
**Mitcham, VIC 3132**

# Appendices

## Australia – number of passenger/light commercial vehicle thefts and theft rates by states and territory, 2007/08

Jurisdiction	Number of Thefts	Number of Thefts 2006/07	Change in Thefts From 2006/07	Number of Thefts Stolen Not Recovered	% of Thefts Recovered	Theft Per 1,000 Registrations	Theft Per 1,000 Population
ACT	1,692	1,819	-127	382	77.4	7.69	4.96
NSW	21,687	23,261	-1,574	6,635	69.4	5.49	3.13
NT	629	684	-55	70	88.9	5.86	2.89
QLD	7,354	8,281	-927	1,548	79.0	2.50	1.74
SA	5,626	7,229	-1,603	1,081	80.8	5.25	3.53
TAS	1,288	1,508	-220	91	92.9	3.41	2.60
VIC	13,553	13,748	-195	3,462	74.5	3.75	2.58
WA	5,487	5,301	186	922	83.2	3.70	2.58
Australia	57,316	61,831	-4,515	14,191	75.2	4.16	2.71

## Australia – number of motorcycle thefts and theft rates by states and territory, 2007/08

Jurisdiction	Number of Thefts	Number of Thefts 2006/07	Change in Thefts From 2006/07	Number of Thefts Stolen Not Recovered	% of Thefts Recovered	Theft Per 1,000 Registrations*	Theft Per 1,000 Population
ACT	106	72	34	59	44.3	10.99	0.31
NSW	2,507	2,179	328	1,714	31.6	17.52	0.36
NT	172	141	31	89	48.3	35.14	0.79
QLD	1,388	1,000	388	875	37.0	9.71	0.33
SA	571	573	-2	385	32.6	12.66	0.36
TAS	78	79	-1	42	46.2	5.98	0.16
VIC	1,506	1,355	151	1,157	23.2	10.52	0.29
WA	1,468	1,318	150	742	49.5	19.22	0.69
Australia	7,796	6,717	1,079	5,063	35.1	13.48	0.37

\* Must be regarded with caution as a large and unknown proportion of motorcycles are not registered.



**National Motor Vehicle Theft Reduction Council Inc**

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ISBN 978 1 876704 38 4